

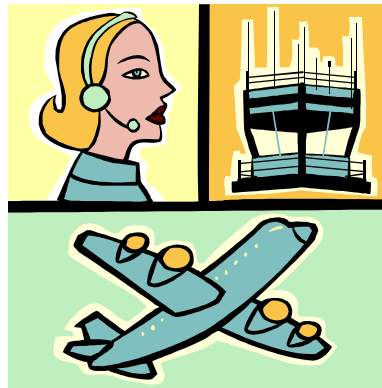


## **Vanquishing the V/PD**

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A quarterly publication from the  
Safety Section

Federal Aviation Administration Airports Division  
Western-Pacific Region



This publication is primarily directed towards airport management to be disseminated to all levels of personnel working at your airfield. It does not matter how large or how small your airfield or how tight your budget may be, this information must be made available to your people by whatever means. Vanquishing the V/PD can be accomplished through a solid partnership between the FAA and airport management. The responsibility of making sure that the proper safeguards are in place; however, lies squarely on the shoulders of the airport management. Please use this information and all that follows as a guide by which to produce a safer environment at your airfield.

At a major International Airport in the Western-Pacific Region a tug driver was cleared by ground control to reposition an aircraft. The taxi clearance that the tug driver received did not involve a runway crossing. The tug driver read back the taxi clearance correctly. While enroute, the tug driver became confused, took a wrong turn and crossed an active runway. An aircraft on a  $\frac{3}{4}$  mile final was sent around by the local controller.

When a surface incident or a runway incursion occurs at a towered airport, whether it is a pilot deviation, vehicle/pedestrian deviation or operator error, it is essential that the Manager of the Air Traffic Control Tower Facility immediately notify airport management. This gives the airport an opportunity to inspect the area where the event occurred to determine if all signs, markings and lights were operational and to standard.

14 CFR Part 139.327 (a) (3) requires that “each certificate holder must inspect the airport to assure compliance with this subpart according to the following schedule: Immediately after an accident or incident”. Additionally, Advisory Circular 150/5200-18C, Airport Safety Self-Inspection, contains guidance concerning special condition inspections which are triggered by a complaint, unusual condition, an accident or an incident. An inspection following an accident or incident will not only help determine the cause of the event but also provide the airport limited protection if liability issues arise from the matter. After the inspection is completed, a record of the inspection should be made by whatever system the airport uses to record self-inspections and self-inspection discrepancies.

It is worthy of note that, in our case example, the airport immediately dispatched airfield operations personnel to inspect the area in question. All runway/taxiway markings and lighting about the area in question were found to be illuminated and marked to standard.

The entire Code of Federal Regulations may be viewed on the following website:

<http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=%2Findex.tpl>

Advisory Circular 150/5200-18C, Airport Safety Self-Inspections may be viewed on the following FAA website:

[http://www.faa.gov/airports\\_airtraffic/airports/resources/advisory\\_circulars/](http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/)

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[http://www.faa.gov/airports\\_airtraffic/airports/regional\\_guidance/western\\_pacific/airports\\_resources/newsletter/](http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/airports_resources/newsletter/)